

S M -3/6
Taylor Green House
Avenue
Private

C. 1915

This abandoned, derelict two story I house was built as the residence for Taylor Green, a prominent Negro waterman on the Potomac River. Presumably it was built as the replacement for his much smaller log house, which was pulled down in 1915, and as such this house represents the transition in housing made possible by his economic improvement.

MARYLAND HISTORICAL TRUST

SM-316
MAGI # 1903165904

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

The Taylor Green House

AND/OR COMMON

2 LOCATION

STREET & NUMBER

(Colton Point Road)
South side of Route 242, directly opposite its junction
with Windsor Road.

CITY, TOWN

Avenue

☒ VICINITY OF Palmers

CONGRESSIONAL DISTRICT

7

STATE

Maryland

COUNTY

St. Mary's

3 CLASSIFICATION

CATEGORY

☐ DISTRICT

☐ BUILDING(S)

☒ STRUCTURE

☐ SITE

☐ OBJECT

OWNERSHIP

☐ PUBLIC

☒ PRIVATE

☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS

☐ BEING CONSIDERED

STATUS

☐ OCCUPIED

☒ UNOCCUPIED

☐ WORK IN PROGRESS

ACCESSIBLE

☒ YES: RESTRICTED

☐ YES: UNRESTRICTED

☐ NO

PRESENT USE

☐ AGRICULTURE

☐ COMMERCIAL

☐ EDUCATIONAL

☐ ENTERTAINMENT

☐ GOVERNMENT

☐ INDUSTRIAL

☐ MILITARY

☐ MUSEUM

☐ PARK

☐ PRIVATE RESIDENCE

☐ RELIGIOUS

☐ SCIENTIFIC

☐ TRANSPORTATION

☒ OTHER

Abandoned

4 OWNER OF PROPERTY

NAME

Point Blackistone, Inc.

Telephone #:

STREET & NUMBER

Not listed in record books

CITY, TOWN

☐ VICINITY OF

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC. St. Mary's County Courthouse

Liber #: Map 46

Folio #: 1/46

STREET & NUMBER

CITY, TOWN

Leonardtown

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

None

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION**CONDITION**

☐ EXCELLENT
☐ GOOD
☐ FAIR

☒ DETERIORATED
☐ RUINS
☐ UNEXPOSED

CHECK ONE

☒ UNALTERED
☐ ALTERED

CHECK ONE

☒ ORIGINAL SITE
☐ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This once handsome and now derelict house stands about 100 yards south of Route 242. Its facade faces the road; and in earlier days, the site would probably have possessed an attractive appearance. The structure is a two-story frame dwelling, designed in the form of an "I house," with a three-bay facade, consisting of a door centrally located with windows flanking it. Above each of the openings on the ground floor are matching openings, creating a balanced design, enhanced by a prominent and broad cross gable pediment with a diamond shaped decorative block in the center. Inside each gable end ascends a narrow brick chimney. The back length of the house is arranged in exactly the same fashion, minus the cross gable pediment. The gable ends do not have window openings, though the east end does have a door leading to the outside, there being no evidence of a former appendage attached there.

Inside, the house consisted of two rooms on either side of a passageway that bisected the house with openings front and back. Upstairs, the house followed the same plan. The walls were sheathed with green tongue and groove siding. The frame itself was balloon frame, with the members attached by wire nails toed into place. There was no handcrafted woodwork or joining evident, all materials being commercially manufactured and presumably purchased.

No outbuildings remain.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY)	
				Black History	
				Watermen's History	

SPECIFIC DATES Circa 1915 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

According to my oral informant Bernice Clark Sherman, this house was built as the residence for the Negro waterman and farmer, Taylor Green, who owned this property. As such, it represents the type of house owned and occupied by a Negro waterman in the late 19th and early 20th century. Its construction of commercially produced materials shows that it was built with cash payments rather than with "free" handmade materials as were earlier houses of many propertyless Negro families.

According to the attached description from Edwin Beitzell's Life on the Potomac River, Green had lived in a log cabin on "Bluff Woods" at the mouth of Canoe Neck Creek, the last log house to have survived in the area, it being pulled down in 1915. This frame house was presumably built at that time as his much improved new dwelling, and it reflects the changing standards of living conditions and housing among rural black families arising from changes in their economic status and in the technology available.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

11 FORM PREPARED BY

NAME / TITLE

George W. McDaniel

ORGANIZATION

Maryland Commission on Afro-American History and Culture

DATE

STREET & NUMBER

20 Dean Street

TELEPHONE

CITY OR TOWN

Annapolis, Maryland

STATE

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

LIFE ON THE POTOMAC RIVER

By Edwin W. Beitzell
of St. Mary's County, Maryland

Life on the Potomac River describes the activities of some of the people who have lived along the tidewater banks of this great river from colonial times until the present.

It is dedicated to the rivermen of the Potomac and their families, and to John, Kate, Joe, and Charlie Quinnette who are learning to love the river as their Grandfather does.

APPENDIX "A"

Master**	Home Port or Sailed From	Remarks
George Pearson	St. George's Island, Md.	Built by Richard Ball.
-	Washington, D. C.	
Grude Clark	St. George's Island, Md.	
-	Washington, D. C.	
-	Crisfield, Md.	
Tyler Chesser	St. George's Island, Md.	Owned by Tyler Chesser.
Wes Chesser, Jr.	St. George's Island, Md.	
Charles A. (Sandy) Ellis	St. Patrick's Creek, Md.	Built by Wm. Thompson.
Richard Chesser	St. George's Island, Md.	Built by J. M. Jones.
-	Alexandria, Va.	
John Joe Gibson	Canoe Neck Creek, Md.	Rig changed to gasoline screw on 5-8-1924 and on 11-30-1925 rig changed back to sail.
Havie Banagan	River Springs, Md.	Foundered at the mouth of Wicomico River on 7-30-1936.
Howard J. Chesser	St. George's Island, Md.	
Ned Hayden	Canoe Neck Creek, Md.	Owned by Ned Hayden. Abandoned at Humphrey's Shipyard, Weems, Md. in 1935.
Howard Hayden	Canoe Neck Creek, Md.	
R. T. Ball	St. Mary's Co., Md.	Built by Richard Ball-2 masts.
S. D. Lankford	Northampton Co., Va.	Abandoned at Cape Charles, Va. 3-15-1913.
-	Washington, D. C.	
Jacob Faunce	St. Patrick's Creek, Md.	
William Lucas	Georgetown, D. C.	
John W. Henderson	St. George's Island, Md.	Owned by Andrew Lewis. Coan River, Va.
Charles Chesser	St. George's Island, Md.	
-	Perth Amboy, N. J.	
-	Crisfield, Md.	
John Lawrence	St. Patrick's Creek, Md.	Burned and scuttled by U. S. Navy off Smith's Island in 1861.
D. B. Robertson	Palmer's, Va.	Converted to pleasure yacht 5-3-1919.
George Cumberland	Washington, D. C.	
William Lawrence	Canoe Neck Creek, Md.	Foundered in Canoe Neck Creek in 1894.
Ernest Beitzell	Canoe Neck Creek, Md.	
-	Crisfield, Md.	
-	Crisfield, Md.	
Lum Downey	St. George's Island, Md.	
-	Onacock, Va.	
-	Alexandria, Va.	Rebuilt in 1911.
Henson Blackwell	St. George's Island, Md.	
Clarence Biscoe	St. Mary's River, Md.	
-	Annapolis, Md.	
-	Washington, D. C.	
Kenelm Cheseldine	White's Neck Creek, Md.	Built by Kenelm Cheseldine.
Taylor Green	St. Patrick's Creek, Md.	Abandoned at Norfolk, Va. on 6-30-1917.
Edward Lucas	St. Patrick's Creek, Md.	
George F. Owens	River Springs, Md.	
Joseph Hayden	-	
L. R. Cole	-	
-	Alexandria, Va.	Original name "May and Anna Beswick" - 3-masts. Sold to British and renamed "Ruby W." Wrecked off Texas coast 8-26-45.

Faunce," built by J. T. Marsh, at Mill Creek, Solomons Island in 1887. She was a sharp stern and sharp rig ship of 25 tons, 60.7 feet in length. Captain Jake was quite a fabulous character on the Potomac and truly representative of the old-timers on the river. On June 5, 1896, the "George B. Faunce" was sold to Captain Irew Freeman Cheseldine of White's Neck Creek when Captain Jake decided to devote full time to trap net and seine fishing. Captain Jake later owned the small schooners, "Jacob D. Faunce," built in Washington in 1876 and the "Emma R. Faunce" built on St. Patrick's Creek in 1902 which were used in his seining operations.

Captain John Bryant was another to sail in the river trade out of St. Patrick's. Among his vessels was the "Edith Marcy," a sharp sail 60 ton bugeye he bought of Captain Dick Chesser of St. George's Island. He also sailed the "Winnie H. Windsor" which he bought from Captain Jerry Gibson and sold or traded to Captain Dick Chesser.

Captain Jimmie Dingee sailed the "Water Lily," a sloop, and Bernard Ellis had at least two boats out of St. Patrick's, the "Fanny Kemp" and the "Horn Point," a sloop.

In addition to the white masters in the oyster and general hauling trade on the river, there were several negroes out of St. Patrick's Creek who captained their own boats. Beverly Collins had a sharp sail bugeye, the "Mark Stevens," built by R. E. Tyler of St. Peters in 1888. She was 54.5 feet in length. Captain Collins displayed a great deal of courage when a January snow and sleet storm in the Bay carried away both of his masts during a trip to Baltimore. Though offered tows, Collins refused because he knew the salvage would eat up his ship. After two days and a night in terrible weather, Collins made it to port under a jury rig. A story is told that at one time Captain Collins had a boy, Fred Jones, as cook. Like most youngsters, Fred was always hungry. On this particular occasion Fred had cooked dinner and called to the Captain that everything was ready. The Captain was busy and several calls went unheeded. Fred couldn't stand the tantalizing odors of the hot cooked food and pitched in and ate his dinner. When Captain Collins came below, Fred was just finishing. It was said by the crew that the Captain's wrath was something to behold, although a good deal of it was simulated, it seems. After the Captain threatened to "keel-haul" him, to hang him from the bowsprit, tow him by a rope from the stern, give him 30 lashes and the like, Fred promised on bended knee never again to even think about eating until the Captain had been served and then only after permission had been obtained.

Other outstanding colored men on St. Patrick's Creek included Henry Stewart who captained the bugeye, "Eva Clarence," built by L. Shores in Somerset County in 1887, a footer. The "Willie Clarence," a bugeye, also was built in Somerset County at Oriole in 1892, probably by the same builder. This vessel was captained by James Dickerson and was 51.5 feet in length. Both were sharp sail craft. Captain Luke Clark bought the "Hiawatha" from Captain Tommie Morris and sailed her for many years. His brother, Joe Clark, also owned his own vessel. Richard Jones of Canoe Neck Creek had a reputation as an excellent riverman and while he did not own a vessel he sailed both bugeyes and schooners on a sharing basis.

Other negroes who were well known on the Potomac were Taylor Green and Henry Branson. All of these men made good reputations on the river. Captain Collins and Captain Clark owned fine farms on the river front which are still in possession of their descendants.

In connection with the activities of Taylor Green, an interesting side light was furnished the writer by Mr. R. Johnson Colton, II, of St. Mary's County in reply to an inquiry regarding the bugeye, "Colonel R. Johnson Colton." Mr. Colton replied as follows:

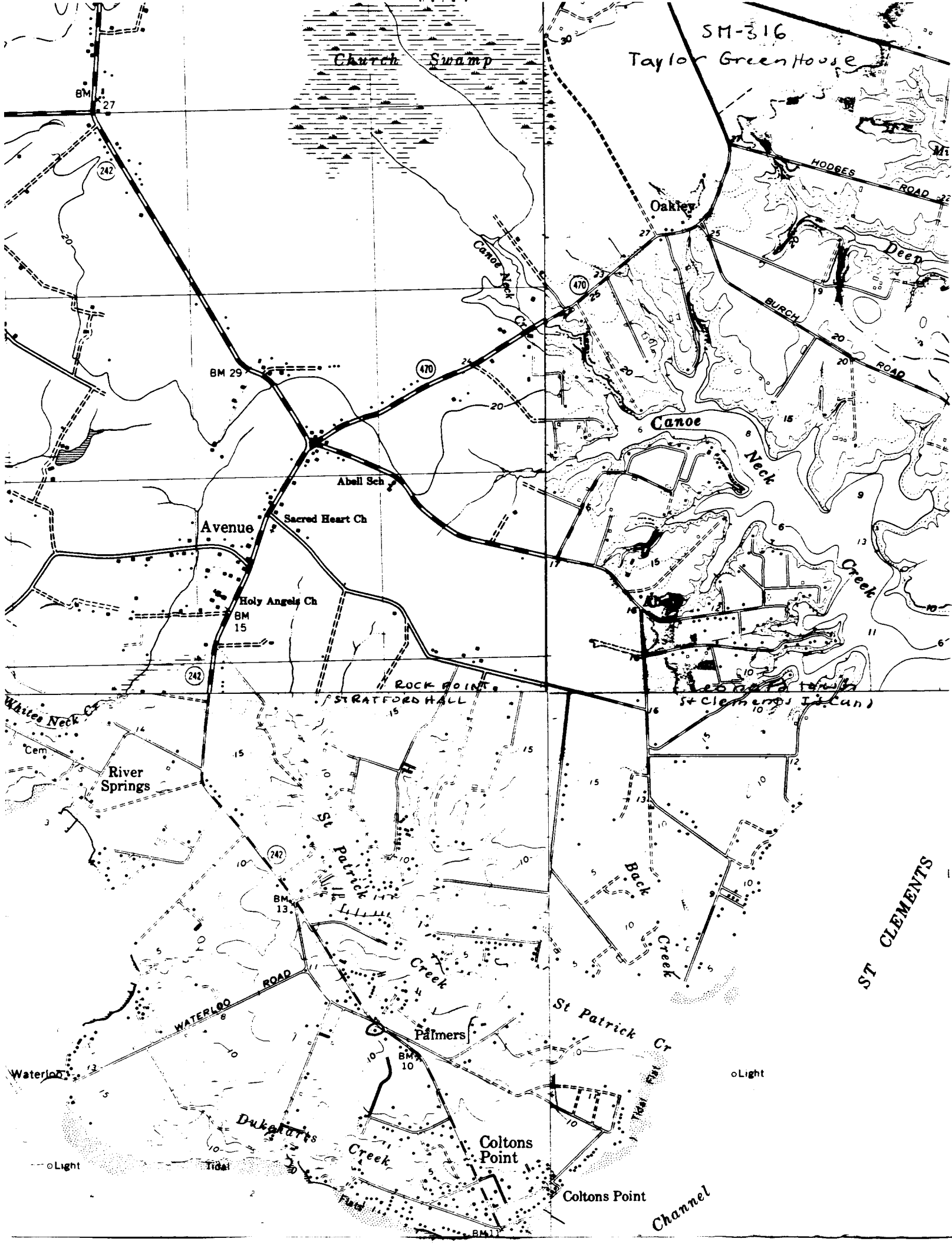
"In reference to the bugeye, "Col. R. Johnson Colton," my father had the boat built for Taylor Green, a colored man. Green was a handy man around Colton's Point and bought produce up and down the river for the hotel, then run by my father and Uncle Bruce. My father esteemed Taylor so much for his honesty and faithfulness that he had the bugeye built and gave it to Taylor, who named it the "Col. R. Johnson Colton." He ran oysters each winter to Washington, D. C."

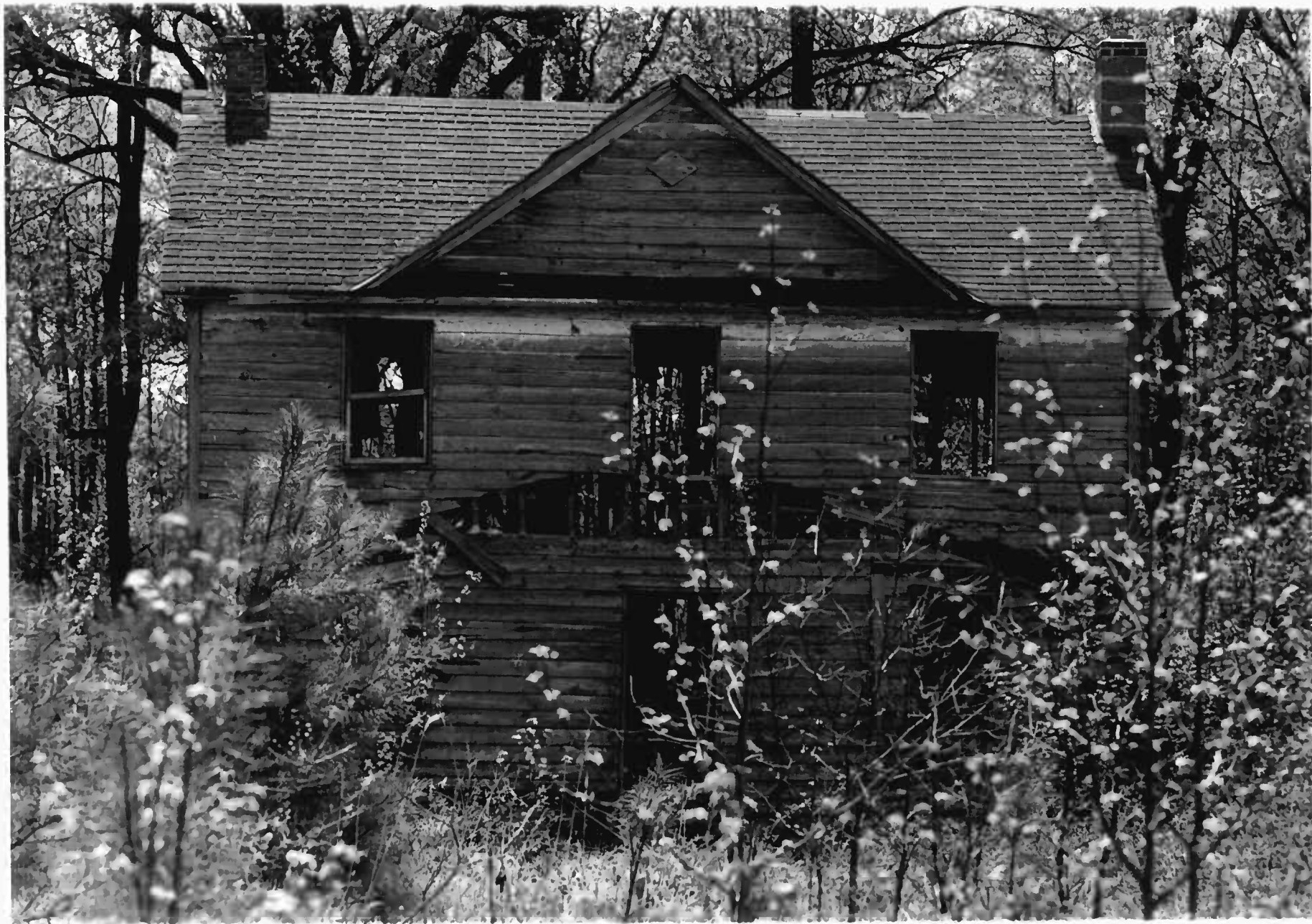
Prior to sailing the "Col. R. Johnson Colton," Taylor Green owned and sailed the sloop, "John Williams," (1880-1885), built by Captain Kenelm Cheseldine. Green was renown as the champion whistler of the area and the old-timers say that he not only whistled beautifully but also he could be heard at considerable distances. The writer's brother, Charlie, recently stated that one calm morning, when he and cousin Frank Lawrence were rowing a skiff up Canoe Neck Creek on their way to the old Oakley public school, Frank suddenly stopped rowing and said, "Listen to that fellow whistling -- that's Taylor Green, clear over on Newtown shore" (a distance of about 2 miles across St. Clement's Bay). Charlie said he listened but couldn't hear him but he didn't doubt that Frank did because Taylor "was a powerful whistler." Green lived many years in a log cabin on "Bluff Woods" at the mouth of Canoe Neck Creek. This was the last surviving log cabin in the area and was pulled down about 1915.

The "Col. R. Johnson Colton" was built at Solomons in 1886, probably by M. M. Davis, with a so-called patent stern. After passing through many hands, she was

APPENDIX "A"

Master**	Home Port or Sailed From	Remarks
William Fallon Robert Cheseldine	White's Neck Creek, Md.	Wrecked at Sandy Point, Md. 10-5-1896.
John Gandy	Crisfield, Md.	Probably built by "Rome" or Wm. Thompson. Abandoned at Crisfield 11-23-1909.
William Lucas	Georgetown, D. C.	Built by J. T. Marsh.
-	Tappahannock, Va.	
-	Annapolis, Md.	
-	Norfolk, Va.	Changed to auxiliary gasoline screw in 1906.
Henry Dickens	St. George's Island, Md.	Square sail -- owned by Adams Bros., St. George's Island.
-	Alexandria, Va.	
Joe Ed Trice	St. George's Island, Md.	
Taylor Green	St. Patrick's Creek, Md.	Still afloat -- docked at Annapolis, Md. 1965.
John H. Long	-	
John Joe Gibson	Canoe Neck Creek, Md.	
George Duncan	Mundy Point, Va.	(Named for Columbia Fishing Club.
Frank Twilley, Sr.	St. George's Island, Md.	(Sold in Cuba in 1948.
-	Alexandria, Va.	
-	Crisfield, Md.	
-	Washington, D. C.	
- Lucas	Georgetown, D. C.	
Henry Stevens	St. George's Island, Md.	
-	Alexandria, Va.	
Joe Ed Trice	St. George's Island, Md.	Built by W. Lawrence.
George Dickens	St. George's Island, Md.	
H. Chesser	St. George's Island, Md.	
A. E. Beitzell	Canoe Neck Creek, Md.	Originally named "Henry B. Anthony" and 52.5' in length. Rebuilt at Wilmington, Del. in 1883 and lengthened to 63.5' and capacity increased to 34 tons. Abandoned at Norfolk, Va., on 10-6-1914.
-	Alexandria, Va.	
-	Alexandria, Va.	
-	Alexandria, Va.	
Charles Chesser	St. George's Island, Md.	Owned by George Duncan, Yeocomico River, Va.
- Lucas	Georgetown, D. C.	
-	Washington, D. C.	
Capt. Nicholson	St. Mary's River, Md.	Fought in Revolutionary War.
Samuel Trader	St. George's Island, Md.	
- Lucas	Georgetown, D. C.	
-	Norfolk, Va.	
Josiah Beitzell	Canoe Neck Creek, Md.	
John Palmer	St. Patrick's Creek, Md.	
John William Palmer	St. Patrick's Creek, Md.	
- Lucas	Georgetown, D. C.	





Taylor Green House
STMA 316
Avenue, Md.
North facade
GWM - 10/77



Taylor Green House
STMA 316
Avenue, Md.
South East View
GWM - 10/77